

- BASA BUGLE -

Next BASA Meeting September 27

The next BASA meeting will be Wednesday, September 27.

This is our official annual meeting, with the election of BASA officers for the fiscal year from October 1, 2006 through September 30, 2007. A voting form/proxy is included with this issue of the Bugle. **It is important that we achieve a quorum for this meeting, so please send in your proxy well before the meeting, even if you currently plan to attend in person.**

We will also be discussing where to base our gliders this winter, and whether it is time to sell our 1-34. Most importantly, it will be a chance to catch up with other members and talk about the highlights of this summer's soaring.

The meeting will be at the International House of Pancakes, 5403 Stevens Creek Boulevard in Santa Clara (just off Hwy 280). We have the room reserved from 6PM, and the meeting will start around 7PM.



On the ground at Panoche.

Panoche Weekend September 23-24

Hollister Gliding Club will be hosting a "Panoche Weekend" on Friday, Saturday and Sunday, September 22, 23 and 24. Gliders may be parked at the Panoche airport for the weekend, and HGC will be offering local tows out of Panoche. There will be a barbeque at the Panoche Inn on Saturday afternoon starting at 1PM, right across the street from the airstrip. Camping is

available nearby at the Mercey Hot Springs Resort: <http://www.merceyhotsprings.com/> or at the BLM's Panoche and Tumey Hills Management Area: http://www.blm.gov/ca/hollister/panoche_tumey.html

BASA pilots are encouraged to participate. Good local thermals can usually be found around Panoche at this time of year, so it is possible to soar there off a relatively low (i.e., cheap) tow.

Currently, the Grob and the Junior are booked for part of the day on Saturday, but available all day Sunday. Pegasus 9JH is also available. **Joel Klein** has volunteered to act as a coordinator for BASA pilots to help schedule carpooling to or from Panoche, and whether BASA gliders will be parked at Panoche overnight on Friday or Saturday. If you are planning to fly a BASA glider out of Hollister or Panoche on September 22, 23 or 24, please contact Joel to discuss your plans and see if there are opportunities to base gliders at Panoche and launch from there, and to carpool to or from Panoche. Joel's phone number and e-mail address are on the address sheet attached to this newsletter.

Treasurer (Charles Hanes)

Checking account balance: \$11,799.
Insurance account balance: \$45,728.
6DS loan balance: \$17,236.

BASA has just paid the SSA annual dues for the club members. The individual amounts for SSA will be posted to each members' account in the October Bugle. Please remember to increase your October checks or send an additional payment if you use bank automated payments. I don't have the exact amounts for each member yet, but it will be approximately \$60 each.

Members in arrears on dues: **Scott Boynton, Chris de Roulet, Ricardo Mestre, John Murayama, William Bush, Paul Hickey, and John McCredie.** Don't miss out on fall soaring, send in your payments today to restore your flying status.

Also, a number of active members have an Aug. 2004 BFR date, which is now expired. Please send me your new BFR date as soon as possible.

Membership Chairman (Miguel Flores)

New Associate Members. We have two new associate members this month. **Ed Knapp** is a retired pilot who recently got his commercial glider add-on to his ATP, MEL, SEL, commercial power rating. He has flown at both Minden and Hollister. **Gen Shibayama** is originally from Japan, where he was a glider instructor, as well as a power pilot. He has a US private SEL rating, and his glider rating, only private, is based on his Japanese glider rating. Gen has been in the US for over 5 years and decided it is time to go soaring again. Gen's data sheet shows only 100 aero-tows, but 2000 winch launches!

Sponsor Memberships. There are two sponsor memberships up for sale. Contact me if you are interested in saving \$40 a month in dues. I'll direct you to the selling member where you two can make a deal. Besides owning a membership that you can later sell, being a sponsor member also allows you to be club President and club Treasurer.

Members Leaving. None this month!

Two members joining and none leaving this month brings our membership count to 72.

Flight Committee Chairman (Jonathan Hughes)

18m Tips No Longer Required For Non X-C Qualified Pilots At Truckee. After spirited discussion we have decided to discontinue the requirement that BASA members that are not X-C qualified fly the DG-1000 in the 18m configuration at Truckee. This decision was made for several reasons:

1. Changing the tips appears to be causing unnecessary damage to the wings and tips.
2. The upward bending shape of the 20m tips is such that the additional 2m span over the 18m tips does not translate into 2m less runway clearance.
3. Almost all aircraft checkouts/dual flights with flight committee members are being done in the 20m configuration. Pilots are not being allowed to fly the DG-1000 at all if they are not making satisfactory landings in the 20m configuration.

The original concern and reason for requiring non-x-c qualified pilots to fly in the 18m span was the narrow runway clearance and potential to hit the taller runway lights at Truckee. After a couple of seasons in Truckee, our experience has been that this is less of an issue than we originally thought.

If you are checked out and qualified to fly the DG-1000 at Truckee but are not X-C qualified, you are now allowed to leave the 20m tips on the wings for your flight.

New Flight Committee Member. **Ruth Cook** has volunteered to serve on the Flight Committee. Ruth is an instructor at Hollister Gliding Club and a BASA member.

Recent Accidents. Most of us are aware of several recent accidents that have occurred at soaring sites used by BASA. Please take a second to review safety procedures and your own personal minimums before you fly. A few reminders to help us all fly safely:

1. If you are flying any glider equipped with a transponder, please turn it on **before** you take off and **leave** it on the entire flight. BASA has been installing the low power Becker transponders and battery usage should not be a factor for most flights assuming the battery is fully charged before you take off.
2. Please check your oxygen system is functioning properly and you have enough oxygen for the entire flight. Use the **P-R-I-C-E** checklist.
3. Make sure you look at a handle and verify it controls what you want before moving it. Don't confuse the gear handle for the spoilers. Look at the placards. Also confirm you are moving the gear handle in the proper direction.
4. The rudder waggle signal does **not** mean release immediately! It means something is wrong, probably the spoilers are out. Check them. If the tow plane gives you a rock-off then release. Otherwise use the radio to ask the tow-pilot what he is trying to convey.

Maintenance Chairman (Matt Gillis)

Scheduled Maintenance: The DG-1000 will be going to Williams on September 24 and the Junior will be going to Williams on September 29. The DG-1000 needs work to comply with a recent AD modifying the

elevator hook-up, plus the transponder antenna will be relocated and the annual inspection will be performed. The Junior will get a transponder and an oxygen system installed, and will be fitted to its trailer.

BASA Election

The BASA officers from last year have agreed to serve for an additional year, with the exception of Scott Boynton (just because he moved to Arizona!). **Jeremy Zawodny** has been nominated to take over as Vice President.

So, the nominees for this year are:

- President: Harry Fox
- Vice President: Jeremy Zawodny
- Treasurer: Charles Hanes
- Flight Committee Chairman: Jonathan Hughes
- Maintenance Chairman: Matt Gillis.

The election will take place at the September meeting. A voting form/proxy is included with this issue of the Bugle. **It is important that we achieve a quorum for this meeting, so please send in your proxy well before the meeting, even if you currently plan to attend in person.**

Time to Sell the 1-34?

We have received purchase inquiries from several clubs and individuals regarding our 1-34. Should we sell it now? Should we hold onto it through the winter and base it at a mountain soaring site, such as Air Sailing? Should we sell it before the next annual inspection is due?

If you have any input on this, please attend the September BASA meeting where we will discuss this. Or, send an e-mail to **Harry Fox** at his e-mail address on the address sheet attached to this newsletter.

Truckee Season Winding Down – Where Should We Base Gliders This Winter?

9JH has been removed from Truckee and will arrive at Hollister this week. By September 24, the DG-1000 will have left Truckee for Williams and some maintenance work. That will leave the 1-34 and Pegasus 1LV at Truckee for the time being, but they will need to leave Truckee by October 15.

Where should we base gliders this winter? Should we have the 1-34 or a Pegasus at Air Sailing for the winter? (We can store a glider inside the hanger at Air Sailing.)

Should we try basing a glider at a lowland location other than Hollister for at least part of the winter? Suggestions have been made to base a Pegasus at Avenal, Byron or Williams. Avenal offers very reasonable tow rates and often good soaring conditions, but it is at least an extra hour's drive away for most BASA members, compared to Hollister. Byron is closer than Avenal and also offers lower tow rates than Hollister, but in order to get those tows you would need to join NCSA as well as BASA and pay NCSA dues. Williams offers a new and interesting place to fly, but is a long drive from home for most BASA members.

Of course, if a group of BASA members want to move a glider to another location for a week or two because they plan to fly it a lot there, we have the flexibility to allow short-term moves like that.

We also need to decide whether to base a glider in the mountains for the fall through spring season. We now have seven BASA members (about 10% of the total membership) who are in the Reno / Tahoe area. Should we keep a BASA glider in the mountains for at least part of the fall/winter/spring season? Should we base a glider at AirSailing through November, bring it to the lowlands for December through February, and move it back to AirSailing in March? Or should we bring all the gliders to the lowlands in mid-October when Truckee closes but move one up to AirSailing in February or March to take advantage of the spring wave season?

We will discuss these questions at the September meeting and try to make some decisions then. But we also want to hear from members who can't make it to the meeting, including those who live in the mountains. Please send an e-mail to **Harry Fox** at his e-mail address on the address sheet attached to this newsletter.

Glider Locations

As of September 18, glider locations are:

DG-1000 1CH	In service at Truckee. Will go to Williams for service on Sept. 24.
Grob 36L	In service at Hollister.
Pegasus 1LV	In service at Truckee. Return to Hollister in mid-October, or sooner?
Schweitzer 1-34	In service at Truckee. Move to AirSailing when Truckee closes in mid-October?
Pegasus 9JH	In its trailer in San Jose – will be

	delivered to Hollister this week. Needs assembly.
Junior 6DS	In service at Hollister. Will go to Williams on Sept. 29 to fit trailer, other items.
Pegasus 2BA	Grounded.

Club Aircraft

DG-1000 (451CH) –
Grob 103 (3836L) –
Pegasus (642BA) –
Pegasus (599JH) –
Pegasus (101LV) – **Pat Healy**
SGS 1-34 (7632) –
SZD-51 (6DS)

Ship Captains

Matt Gillis
Peter Reischl
John Pierce
Steve Saglio
Wolf Weber
Sam Arquilla

Other Volunteers

Membership Chairman –
Website Maintenance –
Insurance Chairman –
Wave Camp Chairman –
Equipment Registration –

Officers

Miguel Flores
Jeremy Zawodny
Dave Walker
Hans Van Weersch
need a volunteer

Regional Officers

Parachutes Officer –
Instruments/Electrical –
Maintenance Trailers –

Hollister

Jeremy Zawodny
Clyde Cotterell
Michael Nelson

Mountains

Steve Ascher
Clyde Cotterell
open

Executive Committee

President – **Harry Fox**
Vice President – open
Treasurer – **Charles Hanes**
Flight Committee Chairman – **Jonathan Hughes**
Maintenance Chairman – **Matt Gillis**

Flight Committee

Chairman – **Jonathan Hughes (CFIG)**
Members: **Stan Davies** **Peter Reischl**
Steve Ascher (CFIG)
Harry Fox **Hans Van Weersch**
Jim Goetsch **Miguel Flores**
Jeremy Zawodny **Charlie Hayes (CFIG)**
Ruth Cook (CFIG)

Approved CFGIs: Drew Pearce (H) Brett Hinze (H)
Russell Holtz (H) Charlie Hayes
Jonathan Hughes Steve Ascher (T)
Joe Silvestri (T) Mike Johnson (T)
Jan Driessen (T) Doug Lent (T)
Lee Edling (ASI) Ruth Cook (H)